S. No.	Name of Project	Rly.	Year of Approval	KMs	Cost (In Crores of Rs.)
23.	Seawood-Uran Electrification	Central	1996-97	22.3	495.44
24.	Borivali-Virar Quadrupling	Western	1995-96	25.8	401.66
25.	Santacruz Borivali 5th line	Western	1995-96	15.8	61.17
26.	Virar-Dahanu Road Auto block signalling	Western	1997-98	0	27.19
	TOTAL				4604.67

Late running of passenger trains

†1818. SHRIMATI SAROJ DUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that passenger trains often run late;

(b) if so, whether Government are going to launch some special programme to ensure that the passenger trains run in time;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (d) Punctuality of Passenger trains on the Indian Railways has been affected of late due to critical law & order situation in the North Eastern Region, cyclone in Orissa area, floods and breaches in Bihar, West Bengal and Northeastern region and increased pace of doubling in Kerala requiring additional speed restrictions as also additional speed restrictions on some other sectors where safety works are in progress. Equipment failures such as locomotive failures, carriage and wagon failures, signal failures, track failures etc. contribute to loss of punctuality as some assets are overaged for which adequate resources has not been available. Other reasons for loss of punctuality include agitation, miscreant activities, bad weather and accidents. Besides

†Original Notice of the Question was received in Hindi.

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most of the sections on the quadrilateral connecting the four metros are over-saturated and any incident has a cascading effect on the running of series of following trains. A concerted drive has been launched to monitor and improve punctuality. Three-tier round the clock monitoring system at Railway Board level, at Zonal Headquarters level and at divisional Headquarters level has been introduced for monitoring the actual running of trains. All avoidable detentions to trains are investigated and railwaymen responsible for such detentions are taken up.

Incidents of Stone Throwing in Mumbai

1819. SHRI SANJAY NIRUPAM: Will the Minister of RAILWAYS be pleased to state:

(a) the details of incidents of stone throwing and other hooliganism occurred/recorded in Mumbai suburban Railway during the last two years;

(b) the details of casualities due to stone throwing; and

(c) the details of compensation paid to victims?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) According to Entry No. 2 of the State List of the Constitution of India, 'Police' (including Railway and village police), is a State subject. Prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains is, therefore, the statutory responsibility of the State Police. A separate wing of State Police called the Government Railway Police (GRP) deals with all matters relating to law and order on the Railways. However, the details of incidents of stone throwing for the last three financial years received from the GRP/Maharashtra State are as under:

Year	No. of Cases Registered	No. of Persons Injured
1997-98	28	25
1998-99	104	102
1999-2000 (Upto Nov.)	55	53

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